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LOS ANGELES

THE GREAT

SEAPORT

of the

SOUTHWEST



LIGHTHOUSE--HARBOR ENTRANCE



Read. Jan. 2, 1902.



Los Angeles, Board of Harbor Commissioners.

LOS ANGELES

THE GREAT SEAPORT
OF THE
SOUTHWEST



F869
.L8L63

Gift
Cyrus Kehr
July 7, 1931

3463



IN issuing this booklet, the Board of Harbor Commissioners has endeavored to place before the general public, in an intelligible, concise and graphic way, the main features of interest and importance connected with Los Angeles Harbor.

In developing this idea, the Board has thought it fitting to present the information concerning the port pictorially as well as typographically, rather than to conform entirely to the customary printed page.

By referring to a map of the harbor, which should accompany this booklet, but may be obtained from any of the offices of the Harbor Department, practically all of the places illustrated may be definitely located by use of the berth numbers shown on the map, and in this booklet.

The Board of Harbor Commissioners indulges the hope that study of the following pages will aid in disseminating information concerning the harbor, and in creating a more lively interest in affairs of the Port.



Wm. L. Cross—Aerial Photo.

AEROPLANE VIEW OF HARBOR, LOOKING NORTH

- 1—Warehouse No. 1, Pier No. 1.
- 2—Shed No. 1, Pier No. 1
- 3—Southwestern Shipbuilding Co.
- 4—Fish Harbor
- 5—Wharves and Sheds, Pier A

- 6—Catalina Terminal
- 7—Main Channel
- 8—Proposed Site U. S. Immigration and Quarantine Station
- 9—West Basin
- 10—East Basin



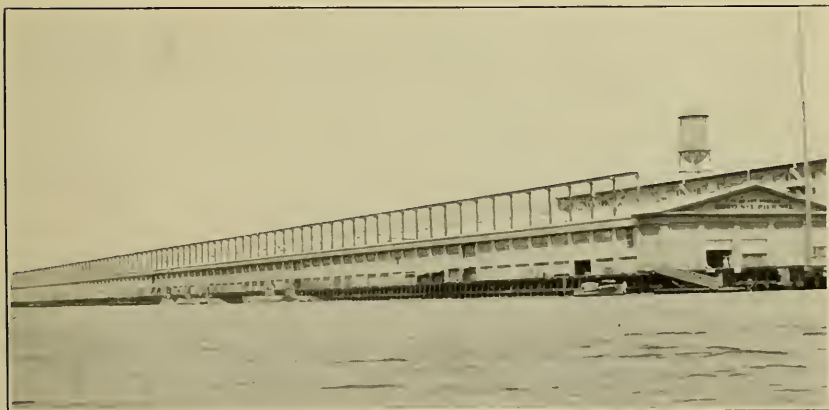
es
0 tons





WAREHOUSE NO. 1—PIER NO. 1

Reinforced concrete—Floor area more than 10 acres
 Cubical capacity 4,604,400 feet. Tonnage capacity 80,000 tons
 Automatic Sprinkler System
 Berths 60 and 68



SHED NO. 1—PIER NO. 1

1800 feet long—100 feet wide
 Steel and concrete. 35 feet of water alongside
 Berths 58, 59 and 60



LOADING COTTON FOR EUROPE



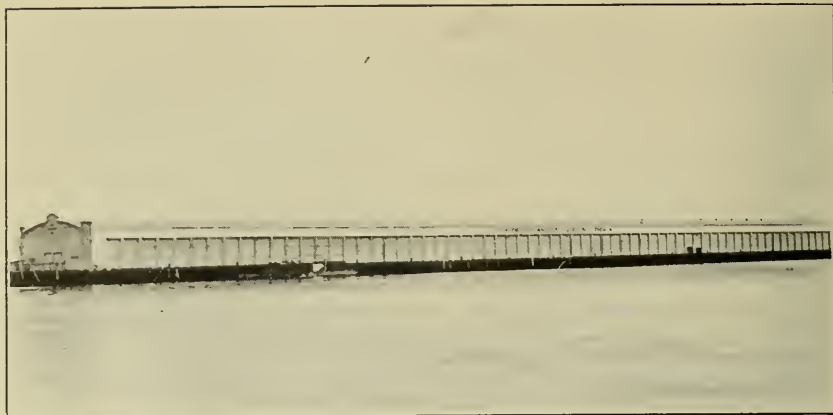
LOADING COTTON FOR THE ORIENT



SHED NO. 1—PIER NO. 1
Cargo for Export



MUNICIPALLY OWNED WHOLESALE FISH MARKET BUILDING
Berth 80



SHED NO. 1—PIER A
1005 feet long—100 feet wide
Automatic Sprinkler System. 30 feet of water alongside
Berths 156, 157 and 158



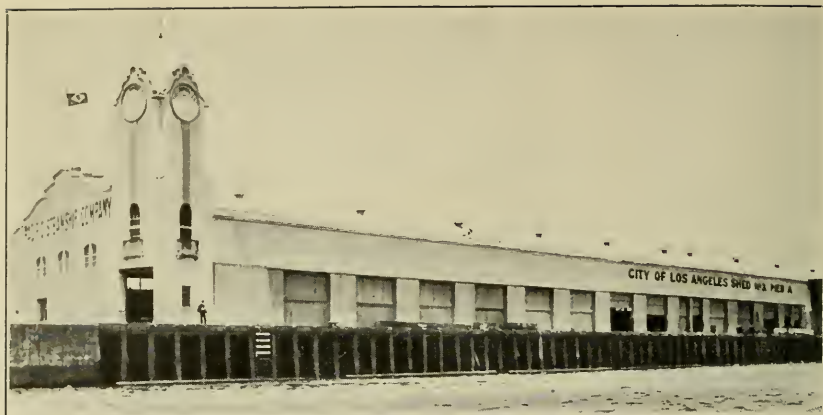
CARGO IN SHED 1—PIER A



SHED NO. 2—PIER A
495 feet long—100 feet wide
Automatic Sprinkler System. 30 feet of water alongside
Berth 159



CARGO IN SHED 2—PIER A



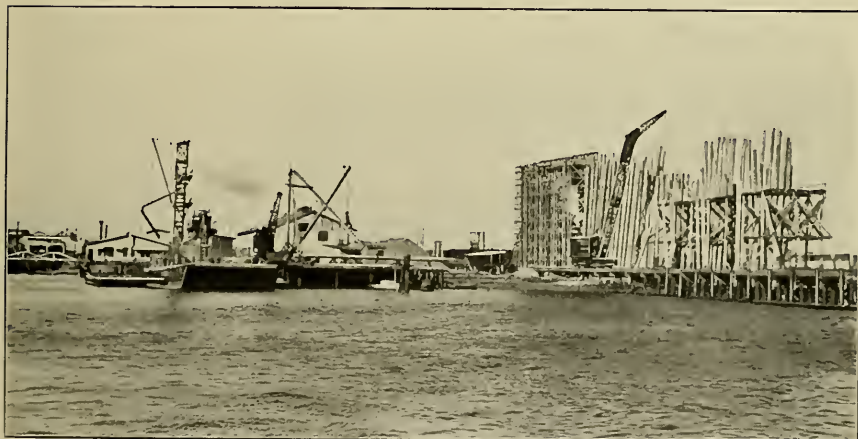
SHED NO. 3—PIER A
 622 feet long—100 feet wide
 Automatic Sprinkler System. 30 feet of water alongside
 Berths 152 and 153



SHED NO. 5—PIER A
 336 feet long—100 feet wide
 Automatic Sprinkler System. 30 feet of water alongside
 Berth 155



FIRST STREET WHARF AND SHED
 330 feet long—30 feet of water alongside
 Berth 88



HARBOR DEPARTMENT SHOPS
 Supply and Construction Yards
 Berth 161



FIFTH STREET PASSENGER AND FERRY LANDING
 West side of Main Channel
 Berth 85



FIRST STREET TEAM AND PASSENGER FERRY LANDING
 West side of Main Channel
 Berth 89



EAST SAN PEDRO FERRY LANDING

East side of Main Channel
Near Berth 233



CANAL AVENUE TEAM AND PASSENGER FERRY LANDING

Berth 186



STEAMER "AVALON" LEAVING SANTA CATALINA ISLAND
TERMINAL

Berth 185



SANTA CATALINA ISLAND TERMINAL

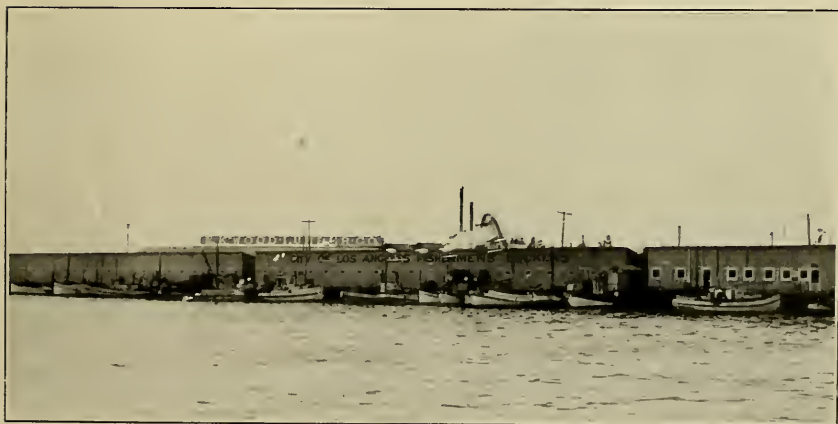
Passengers and Freight

510 feet long—100 feet wide. 30 feet of water alongside

Berths 184 and 185



FIRE BOAT NO. 1
 Los Angeles Fire Department
 Berth 90



FISHERMEN'S LOCKERS
 West side of Main Channel
 Berths 78 and 79



LOADING WHARF AND STORAGE TANKS OF STANDARD OIL CO.

West side of Turning Basin

Berths 97 and 98



**BRITISH VESSEL LOADING OIL AT BREAKWATER STATION OF
GENERAL PETROLEUM CO.**

Berths 15-17



OIL TANKERS LOADING FUEL OIL AT UNION OIL CO'S LOADING
STATION—SOUTHERLY END OF PIER A
Berth 150



NEW REFINERY OF UNION OIL CO.
Located at north arm of the West Basin



SHIPYARDS OF SOUTHWESTERN SHIPBUILDING CO.

East side of Main Channel

Berths 240x to 241



KERCKHOFF CUZNER MILL AND LUMBER CO.
 West side of Main Channel
 Berths 94, 95 and 96



HAMMOND LUMBER CO.
 East side of Main Channel
 Berths 224, 225 and 226



L. W. BLINN LUMBER CO.

East side of Main Channel
Berths 227, 228 and 229



CHARLES R. McCORMICK LUMBER CO.

Berths 37, 38, 39 and 40



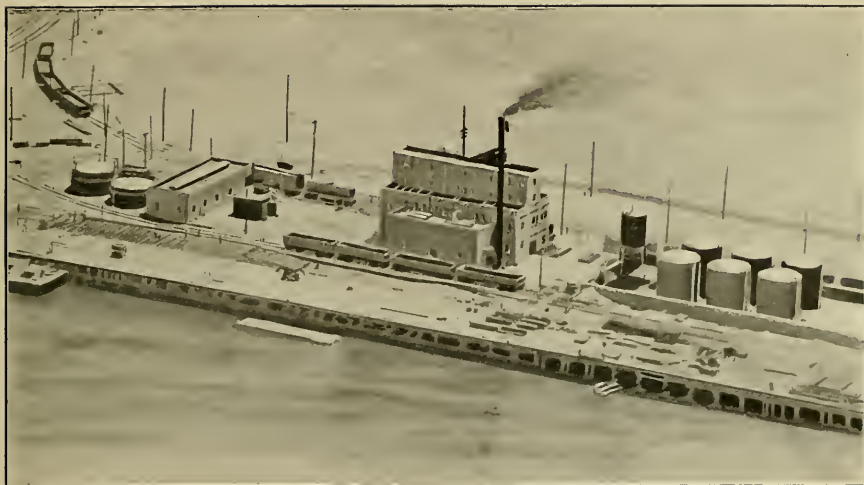
E. K. WOOD LUMBER CO.
 Southern Pacific Slip and West side of Main Channel
 Berths 73, 74, 75 and 76



SAN PEDRO LUMBER CO.
 West side of Main Channel
 Berths 90, 91 and 92



OUTER PORTION OF THE HARBOR—LOOKING TOWARD GOVERNMENT BREAKWATER



VEGETABLE OIL PRODUCTS CO. PLANT AND REFINERY
Refiners of Cocoanut and Peanut Oils
Berth 187



LOADING ORANGES FOR EXPORT DIRECT TO EUROPE
STOWING FRUIT IN CARGO HOLD



SAN PEDRO LAUNCH AND TOWBOAT CO.
 Ocean-Going Tugs and Towing Equipment
 Berth 240C



RALPH J. CHANDLER CO. SHIPYARD
 East side of Slip No. 1
 Berth 166



BOAT SHOP AND WAYS OF GARBUTT & WALSH

East side of East Basin Channel

Berth 221



BOAT SHOP AND WAYS OF FELLOWS & STEWART

Westerly side of Slip No. 5

Berth 179



BOAT SHOP AND WAYS OF AL LARSON
 Westerly side of East Basin Channel
 Berth 175



BOAT SHOP AND WAYS OF CALIFORNIA BOAT BUILDING CO.
 North side of Turning Basin
 West of Berth 150



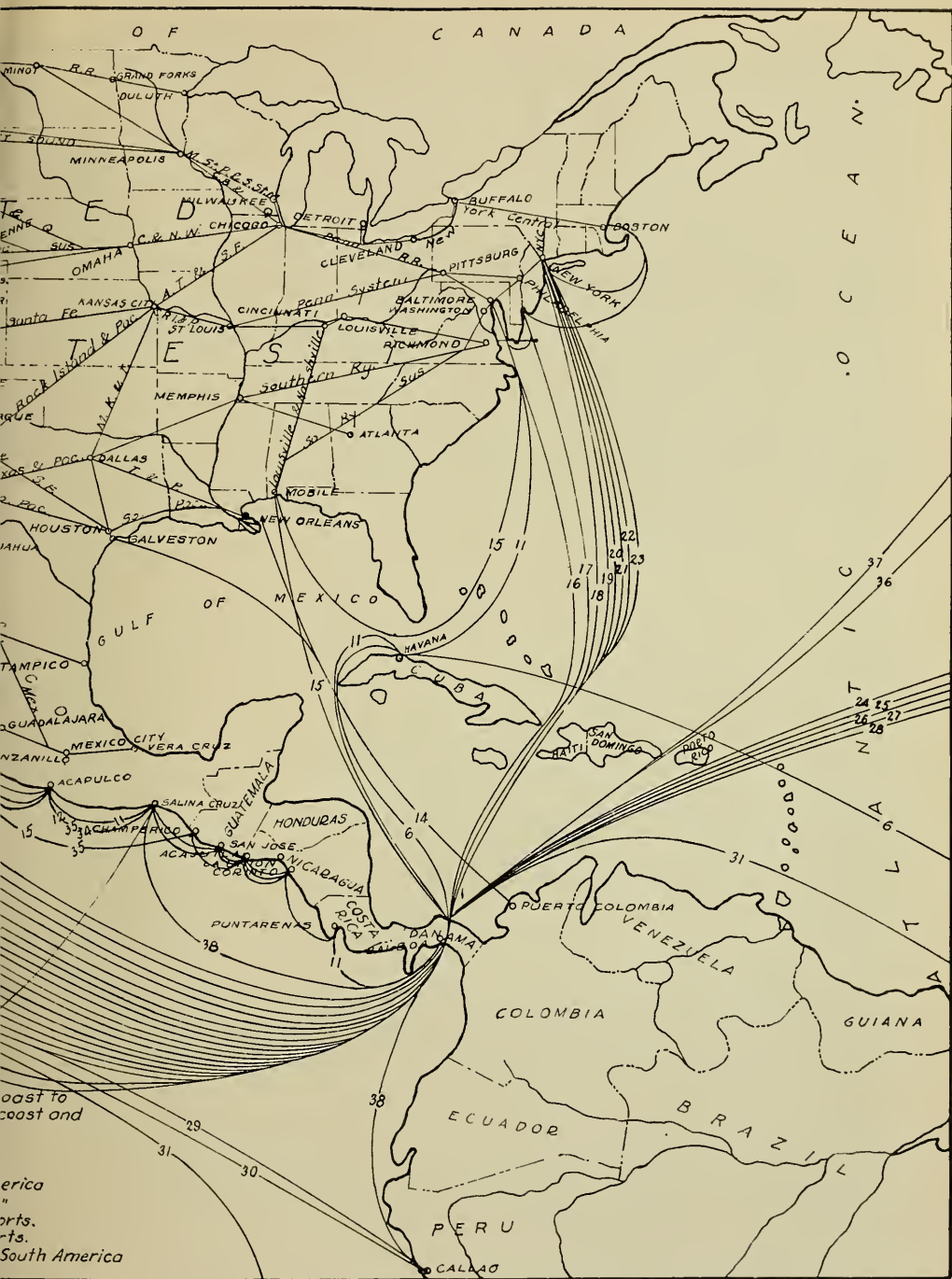
**BOAT SHOP AND WAYS OF SEACRAFT CORPORATION
OF CALIFORNIA**

West side of East Basin Channel
Berth 174



BOAT SHOP AND WAYS OF HARBOR BOAT BUILDING SHOP

Fish Harbor
Berth 264



WATER OF THE COMMERCIAL WEST COAST

at Los Angeles is
t Lake City than
ifornia Cities, and
ous distribution
into Middle
western States.

Note the distribution available into
the Great Southwest, Oklahoma, Texas
and beyond, and also into Old Mexico.

Coast distribution you will note is to
be had by both rail and water, with
very efficient service.

Los Angeles is closer to most of the
great centers of population of the
United States than any of the other
Pacific Coast Cities, as is clearly indi-
cated by this map.



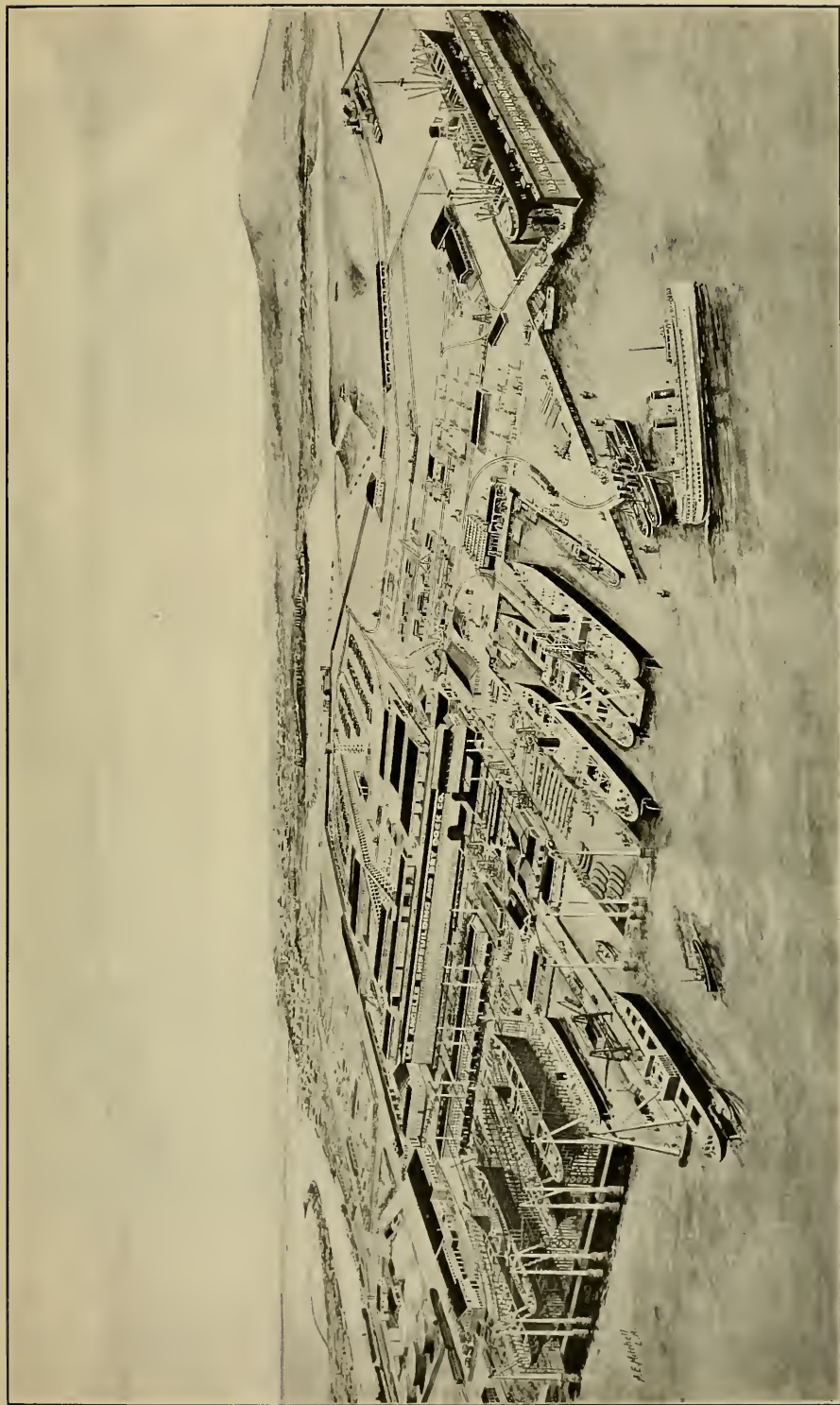
MOTORSHIP "THEODORE ROOSEVELT"

Vegetable Oil Wharf
East side of Slip No. 5
Berth 187



SEA WALL UNDER CONSTRUCTION

Extending easterly from Fish Harbor
Water area in rear to be reclaimed by dredgings from Main Channel



YARDS OF LOS ANGELES SHIPBUILDING AND DRY DOCK CO.
Southerly side of West Basin
Berths 103 to 108



WHARF AND TRANSIT SHEDS OF OUTER HARBOR
DOCK & WHARF CO.
On slip west of Pier No. 1
Berths 51 to 55



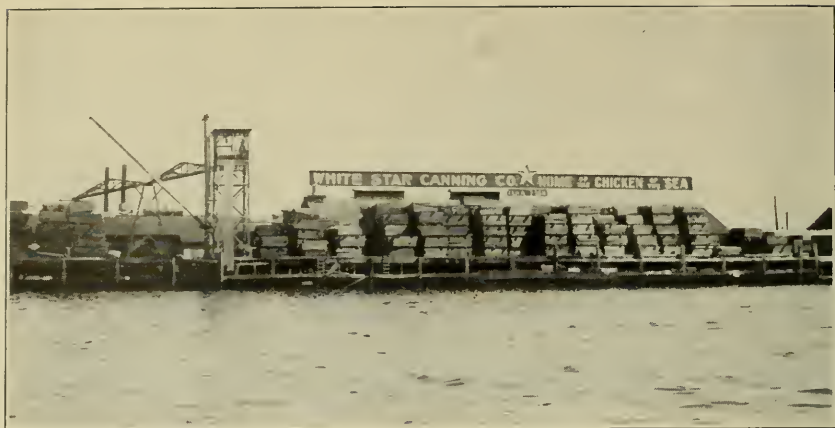
PLANT OF REGAN FORGE & ENGINEERING CORP.
South side of West Basin
Berth 102



GRAIN ELEVATOR OF GLOBE GRAIN & MILLING CO.
West side of Main Channel
Berth 81



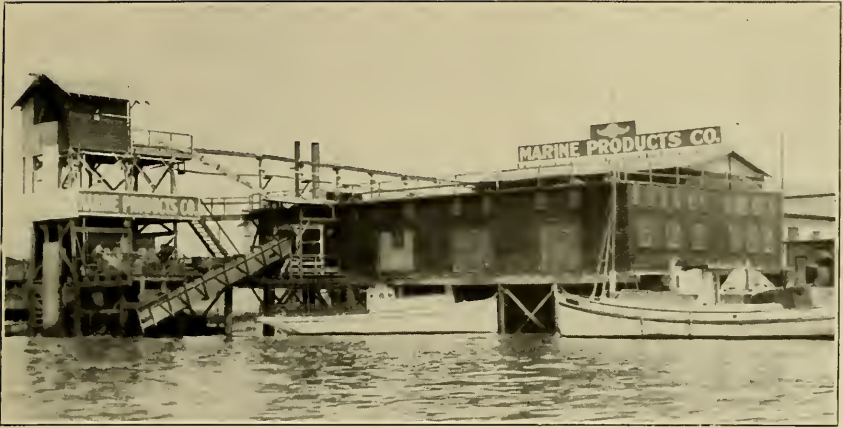
CANNERY OF VAN CAMP SEAFOOD CO.
Head of Southern Pacific Slip
Berth 73



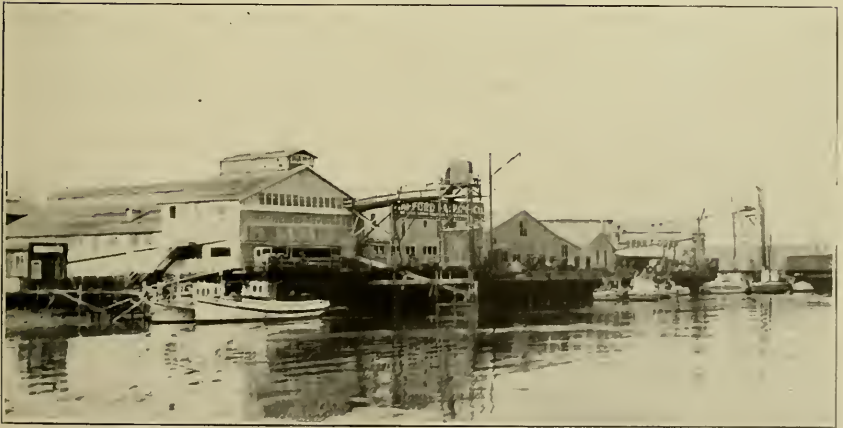
WHITE STAR CANNERY
East side of Main Channel
Berth 231



PACKING HOUSE OF MILLWOOD SALT FISH CO.
East side of Main Channel
Berth 230



CANNERY OF MARINE PRODUCTS CO.
 East side of Main Channel
 Berth 219



FISH CANNERIES—FRIES AVE. WHARF
 Berth 181



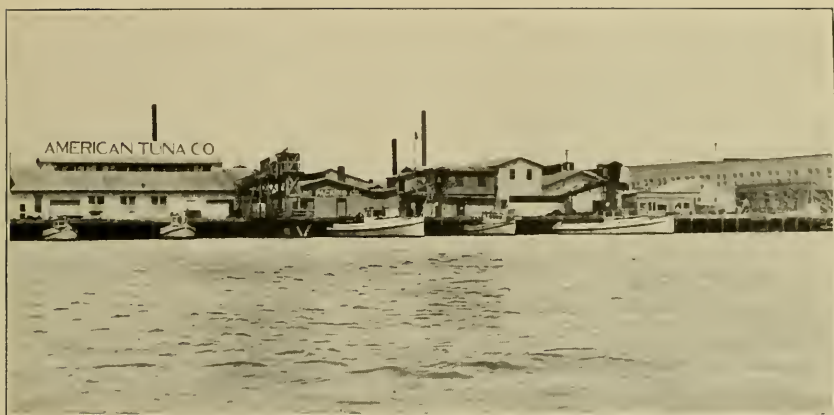
**UNLOADERS AND CONVEYORS FOR HANDLING FISH AT
CANNERIES—FISH HARBOR**

The fish are carried into the canneries by water running through metal flumes



CANNERIES AT FISH HARBOR

Berths 261 and 262



CANNERIES AT FISH HARBOR
Berths 262 and 263



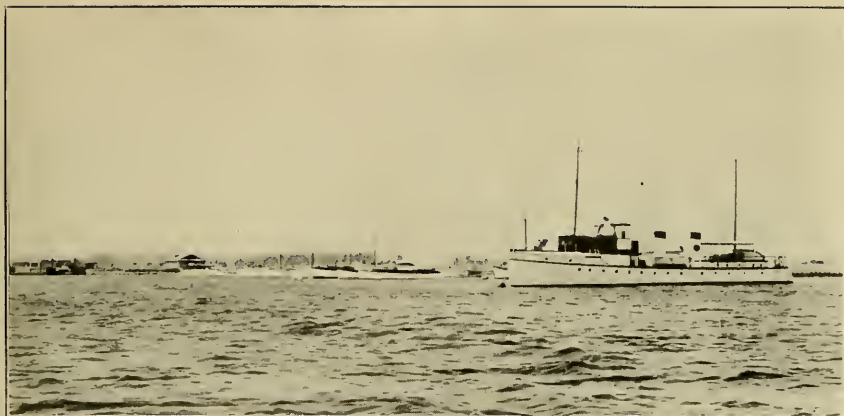
CANNERIES AT FISH HARBOR
Berths 263 and 264



RAILROAD DRAW BRIDGE ACROSS ENTRANCE TO
WEST BASIN



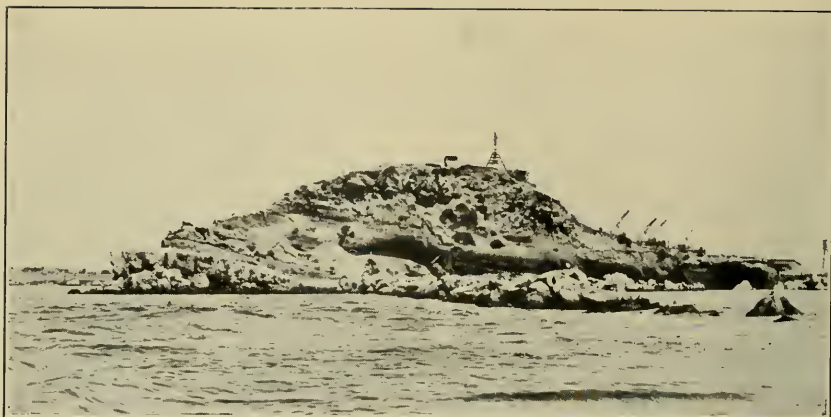
DREDGERS IN EAST BASIN CHANNEL



ANCHORAGE OF LOS ANGELES MOTOR BOAT CLUB
Near Berth 192



ANCHORAGE OF LOS ANGELES YACHT CLUB
West Channel—Near Berth 34



**RESERVATION POINT—PROPOSED SITE OF U. S. QUARANTINE
AND IMMIGRATION STATIONS**

East side of entrance to Main Channel—Between Berths 244 and 245



**SITE CONTAINING 170 ACRES OFFERED TO FEDERAL GOVERN-
MENT FOR SUBMARINE BASE**



VIEW OF SECTION OF GOVERNMENT BREAKWATER

Length 2.11 miles. Width at top 20 feet. Width at base, outer end, 200 feet.
Elevation of top above mean low water, 14 feet



VIEW OF NORTHERLY SECTION OF WEST BASIN

This area being reclaimed by dredging and filling

INFORMATION

CONCERNING

PORT of LOS ANGELES

1921

HISTORICAL AND GEOGRAPHICAL

What is now the Port of Los Angeles was discovered in 1542, and the City was founded in 1781.

Present harbor lines were established by the War Department in 1908. Consolidation with Los Angeles of the harbor cities of San Pedro and Wilmington was effected in 1909.

The geographical position of the Port is Latitude 33° 43' North; Longitude 118° 16' West.

PUBLIC IMPROVEMENTS

The City of Los Angeles has expended on the improvement of its waterfront \$7,800,000.00 and has available \$7,000,000.00 for further improvements.

The United States Government has expended approximately \$6,000,000.00 on the breakwater, dredging and jetty work. Appropriations available for further Federal projects amount to \$984,300.00.

GOVERNMENT BREAKWATER

The Breakwater is 2.11 miles long. The revolving light on the seaward end is 73 feet high, is of 67,000 candle power, and has a range of 14 miles.

WHARVES AND PIERS

Municipal wharves are of standard construction; 10,780 feet being of wooden piles, creosoted, and deck, and 3,120 feet being of reinforced concrete piles and deck. Depth of water in channels leading to the wharves is indicated on the map, which will be furnished on request.

Private wharves total approximately 24,000 feet and are practically all of wooden construction.

TRANSIT SHEDS AND WAREHOUSES

The city owns and operates 5 transit sheds, having a uniform width of 100 feet, and a combined length of 4,430 feet. There are also 585 feet of umbrella sheds.

All of these improvements are accessible by rail and paved roads. Warehouse No. 1 is a six-story and basement building of reinforced concrete, 152 feet by 482 feet in size, and with a cubical capacity of 4,604,400 feet. It is located on Pier No. 1, is admirably served by rail and paved street, and is equipped with electric elevators, whip hoists, and trucks. A portion of this warehouse is bonded.

OIL LOADING FACILITIES

The General Pipe Line Company has an 8-inch and a 12-inch oil pipe line to its loading stations on the Breakwater and can supply two vessels simultaneously.

This company has an oil line direct from the Midway field, and has a storage capacity at the harbor of 962,500 barrels.

The Standard Oil Company, located near the main turning basin, has direct pipe line connection with the oil fields, and has in the harbor storage capacity of 460,000 barrels.

This company can load into two tankers simultaneously at the rate of 12,000 barrels per hour.

The Union Oil Company is now constructing a large refinery on a 260-acre tract at the head of the West Basin.

This company's plans include the necessary pipe lines and facilities for loading ships.

Oil lines are also installed on some commercial wharves, thus permitting the working of cargo and taking on fuel simultaneously.

RAILROADS

All waterfront improvements are served on the same terms by the Santa Fe, Southern Pacific, Salt Lake, and Pacific Electric Railway Companies.

This has been accomplished by the Municipal Terminal Railway, operated at present by the Pacific Electric Railway Company as agent of the City.

The Municipal Terminal System now has approximately fourteen miles of trackage.

THE FISHING INDUSTRY

This is becoming one of the important industries of the port. Fishing boats numbering 325 are engaged in fishing for the canneries and the wholesale markets.

The City has furnished a modern building for the use of wholesale fish dealers and has constructed lockers for use of the fishermen.

Fifteen canneries are engaged in packing tuna, sardines and other fish.

LUMBER

Los Angeles is the largest import lumber port in the world. The following figures for the five fiscal years past show the volume of this business:

	BOARD FT.	VALUE
1917.....	602,397,568	\$11,908,399
1918.....	517,102,377	17,104,079
1919.....	484,025,203	13,613,536
1920.....	636,657,609	24,344,107
1921.....	589,233,451	20,141,355

SHIPBUILDING

Two yards building steel vessels are working on Government and private contracts.

The Los Angeles Shipbuilding and Dry Dock Company operates a 12,000-ton floating dry dock in connection with its yard in the West Basin.

The shipyards employ about 4,000 men.

TIDELANDS

The City has 1,581 acres of tideland, of which 916 acres have been reclaimed. Much of the remainder will be reclaimed in the near future.

Under the law, tidelands cannot be sold, but may be leased for not to exceed 30 years for industrial and commercial purposes. Revocable permits are, under certain circumstances, issued for other purposes.

About 370 acres are now under lease.

COMMERCE

The following comparative table shows the tonnage and value of commerce handled through the port for the last six fiscal years:

	TONS	VALUE
1916.....	2,051,785	\$ 76,549,742
1917.....	2,312,387	69,353,873
1918.....	2,236,534	98,953,652
1919.....	2,380,622	86,481,470
1920.....	3,528,280	153,919,010
1921.....	4,306,134	188,051,422

CALENDAR YEAR

1919.....	3,152,005	114,491,782
1920.....	4,215,516	188,712,546
1921.....	4,211,176	188,560,675

PILOTAGE

The port may be entered from the open sea with safety in any weather. Pilotage is not compulsory. Any vessel, whether in foreign or domestic trade, whose master has a pilot's license for this port, may be brought in by the master without a municipal pilot and without payment of pilotage fees.

Pilotage fees are as follows:

All vessels entering or leaving the port of Los Angeles under the pilotage of any person other than the master thereof, thereunto duly licensed, shall pay to the City of Los Angeles the following rates, to-wit:

(a) For every vessel except as hereinafter provided, one dollar (\$1.00) per foot draft and one cent per net registered ton inward bound; and one dollar (\$1.00) per foot draft and one cent per net registered ton outward bound.

(b) For every vessel entering the port of Los Angeles for the purpose of taking on water, fuel, or other supplies for use in or on such vessel, or for receiving orders, or reporting, and which vessels shall not discharge or receive cargo or passengers, fifty cents per foot draft, and one-half cent per net registered ton inward bound; and for every vessel departing from the port of Los Angeles after taking on such water, fuel, or other supplies, or after receiving orders or reporting, and which vessel shall not have discharged or received a cargo or passengers, fifty cents per foot draft, and one-half cent per net registered ton outward bound.

This does not apply to any vessel entering or leaving the port of Los Angeles under enrollment unless a pilot of the City of Los Angeles shall have been actually employed in piloting such vessel.

In the event that any vessel under register is brought into Los Angeles Harbor by any person other than the master thereof, or if the commanding officer thereof shall purpose to have any such vessel piloted out of the port of Los Angeles by any person other than the master thereof, the officer in command shall report such fact to a municipal pilot upon arrival at, in case of a vessel inward bound, or not less than one hour before sailing from Los Angeles Harbor, in case of a vessel outward bound, and the said commanding officer shall forthwith pay, or cause to be paid, to such municipal pilot, the fees aforementioned.

STEVEDORING

Cost of labor (at 90 cents an hour) plus 10 per cent, at Los Angeles, averaging 60 cents a ton.

HANDLING ON DOCK

Cost of labor (at 80 cents an hour) plus 10 per cent, at Los Angeles, averaging about 40 cents a ton.

LOADING OR UNLOADING CARS

Based on labor cost at Los Angeles, averaging 45 cents a ton.

DOCKAGE

Rates for dockage at municipal wharves follow:

Under 10 tons		Exempt
10 tons to	50 tons.....	2 cents a ton
51 tons to	100 tons.....	\$ 2.00
101 tons to	150 tons.....	3.00
151 tons to	200 tons.....	4.00
201 tons to	300 tons.....	5.00
301 tons to	400 tons.....	6.00
401 tons to	500 tons.....	7.00
501 tons to	600 tons.....	8.00
601 tons to	700 tons.....	9.00
701 tons to	800 tons.....	10.00
801 tons to	1000 tons.....	11.00
1001 tons to	1200 tons.....	12.00
1201 tons to	1500 tons.....	13.00
1501 tons to	1800 tons.....	14.00
1801 tons to	2100 tons.....	15.00

One-half cent per ton for each ton over 2100 tons.

Said rates of dockage shall be for each day of twenty-four (24) hours, provided that a proportionate amount shall be collected for fractions thereof, with a minimum charge of thirty-three and one-third per cent ($33\frac{1}{3}\%$) of one day's dockage for vessels engaged in coastwise trade, and a minimum of one full day's dockage for vessels engaged in foreign trade.

WHARFAGE

1. Clay and paving brick, asphalt, cement, lime, plaster, sand, clay, soapstone, dry mineral paints, manganese ore, pulverized feldspar, raw borax, silica, talc, pumice, barytes, and similar mineral products in packages per ton, $2\frac{1}{2}$ cents.

2. Wheat, flour, corn meal, salt, sugar, rice, iron bolts, nuts, rivets, nails, washers, horseshoes, spikes, staples, common window glass (crated or boxed), grain, bran, cottonseed meal or cake, mill feed, poultry food, grits, coffee, peas, beans, potatoes, onions, dried beet pulp, brick (other than paving), burlap, bags (burlap or jute), fertilizers not otherwise specified in packages, per ton, 5 cents.

	Cents
3. Barrels, empty, each.....	$\frac{1}{4}$
4. Iron drums, empty, each.....	$\frac{3}{4}$
5. Coal, coke, charcoal, briquets and fish, per ton.....	5
6. Cattle, each	3
7. Horses, or mules, each.....	5
8. Hogs or sheep, each.....	$\frac{1}{2}$
9. Lumber and other forest products not otherwise specified, per M. feet, B. M.....	10
10. Piles and poles, per linear foot.....	1-10
11. Veneer or panels, per ton.....	10
12. Cord wood, per cord.....	10
13. Oil in bulk, by pipe line, per barrel.....	$\frac{1}{2}$
14. Rock in bulk.....	$2\frac{1}{2}$
15. Vehicles, two, three, and four-wheeled, motor or team, set up, 1,000 lbs. and under, each.....	5

16. Vehicles, four-wheeled, motor or team, set up, over 1,000 lbs. and under 4,000 lbs., each.....10
17. Vehicles, four-wheeled, motor or team, set up, over 4,000 lbs. each..25
18. Water delivered to vessels, per M. gallons, 5 cts. (a charge of 50 cents may be made for the service of turning water on and off and attaching meter.)

19. Merchandise—not otherwise specified, per ton.....10

The rates for wharfage herein prescribed shall include the following free time for assembling and removing cargo:

(a) **On inbound cargo**, inclusive of Sundays and Legal Holidays, the free time allowed shall be as follows:

- (1) Coastwise 5 days
- (2) Foreign and Offshore.....10 days

Free Time shall date from 7 A.M. after the vessel delivering same finishes unloading or leaves wharf.

Only when necessary shall the free time provided herein be fully utilized or taken advantage of, and the Traffic Manager is empowered at any time to shorten such free period and to cause the removal of any cargo, or portion thereof, at the expense of the owner or consignee, irrespective of the free period.

(b) **On outbound cargo**, inclusive of Sundays and Legal Holidays, the free time allowed for assembling cargo shall be as follows:

- (1) Coastwise 5 days
- (2) Foreign, Offshore and Intercoastal.....15 days

Free Time shall date from the receipt of the first package of a lot, or the date on which space is reserved. The days cars are unloading and the days vessels are loading shall not be counted; provided, that if the vessel for which cargo is assembled shall for any reason fail to take same and sails or finishes loading before the expiration of the free time to which the said cargo otherwise would be entitled, then free time shall end and demurrage begin at 7 A.M. following such sailing or time vessel finishes loading.

(c) After the expiration of the free time period, wharf demurrage shall be assessed (on the same weight or measurement basis as wharfage is charged) as follows:

- (1) Not over 10 days, per ton per day..... 2c
- (2) Over 10 days (not over 20) per ton per day..... 3c
- (3) Over 20 days, per ton per day..... 4c

(d) When space is available and the prompt dispatch of a vessel will in no manner be interfered with, merchandise, except vegetable oils, may, at the option of the Traffic Manager, be held upon wharf at a storage rate of 10c per ton (weight or measurement whichever basis creates the greater revenue), for each seven days, or part thereof, Sundays and Holidays included.

Fifty per cent of the above storage rate shall be charged on merchandise stored at owner's risk on open wharves and platforms.

Twenty-five per cent of said storage rate shall be charged on merchandise stored at owner's risk on open ground wharf premises.

Lumber shall be charged for at the above storage rate per one thousand feet board measure.

HANDLING

Sec. 2. The shipper or consignee shall, if the City of Los Angeles so elects, deliver his goods or merchandise direct to the steamship or transportation company or agent at the wharf, or accept delivery direct from the steamship or transportation company or agent at the wharf, in which event the City of Los Angeles will make no charge for handling.

In the event that handling of goods or merchandise is done by the City of Los Angeles, the charge for such handling service shall be cost plus ten (10) per cent.

The term "handling," as used in this order, means the service of transporting goods or merchandise from car or other vehicle, or from storage or transit

shed, to the place of delivery to the steamship or transportation company or agent, or vice versa.

STORAGE

The following rates have been fixed for storage in municipal water-front warehouses:

1. For less than 300 square feet, 6 cents per square foot per month, no charge to be less than \$3.00 per month.

2. For 300 square feet and upwards, and less than 500 square feet, 5 cents per square foot per month, no charge to be less than \$18.00 per month.

3. For 500 square feet and upwards, and less than 1,000 square feet, 4 cents per square foot per month, no charge to be less than \$25.00 per month.

4. For 1,000 square feet and upwards, and less than 2,000 square feet, 3½ cents per square foot per month, no charge to be less than \$40.00 per month.

5. For 2,000 square feet and upwards, and less than 3,000 square feet, 3 cents per square foot per month, no charge to be less than \$70.00 per month.

6. For 3,000 square feet and upwards, and less than 5,000 square feet, 2½ cents per square foot per month, no charge to be less than \$90.00 per month.

7. For 5,000 square feet and upwards, 2 cents per square foot per month, no charge to be less than \$125.00 per month.

8. For warehousing, 10 cents per month per ton, weight or measurement, at the option of the City of Los Angeles.

The rates specified do not include cost of handling nor insurance on merchandise. If the City of Los Angeles performs a handling service, the charges for such handling shall be actual cost plus ten (10) per cent.

COTTON TARIFF

1. COMPRESSING—Including handling from car, truck or storage, compressing, and handling into storage or onto car or truck at compress, per bale.....	\$1.00
2. RE-COMPRESSING—Bad order or damaged bales, including handling from any part of plant, recompressing, and handling into storage or onto car or truck, at compress, per bale.....	1.00
3. MISSING OR EXTRA TIES, per tie..... A minimum of 7 ties shall be used in compressing cotton to ordinary or standard density, and a minimum of 9 ties shall be used in compressing cotton to high density; and the above charge per tie shall be made for each tie furnished in excess of ties received on bale.	.15
4. TAGGING—Applying tags furnished by owner and removing old tags, per bale	.03
5. MARKING—Furnishing ink, including obliterating old marks and branding (shipper furnishing brand), per bale.....	.05
6. SAMPLING—per bale	.03
7. SAMPLING—on both sides, per bale.....	.05
8. WEIGHING—Furnishing weight sheets, per bale..... This service shall be performed by a licensed weigher.	.12
9. RE-WEIGHING OR SUPERVISING WEIGHING—As is required to certificate cotton, furnishing weight sheets, per bale..... This service shall be performed by a licensed weigher or inspector.	.12
10. INSPECTION—Per bale	.04
11. REJECTION—Including re-sampling if desired, per bale.....	.25
12. PATCHES APPLIED—When furnished by owner, per patch.....	.05
13. PATCHES—Will be furnished by city at actual cost, if desired, plus applying charge per patch.	
14. SEWING ON MARKING PATCHES—Furnished by owner, per patch	.10

15.	SEWING HEADS—Furnishing twine, per bale.....	.05
16.	OSNABURG STRIPS—Furnished by shipper, applying at time of compressing, per bale.....	.05
17.	SEWING OSNABURG STRIPS on compressed cotton, small size, per bale	.08
	Large size, per bale.....	.10
18.	CUTTING OFF SPIDERS—Including turning of bales, per bale....	.25
19.	REMOVING BANDS—Per bale.....	.10
20.	RE-ARRANGING COTTON—Per bale.....	.10
21.	SKIDDING FOR DRYING—Including use of yard, per bale.....	.10
22.	TURNING OVER—Per bale.....	.03
23.	PICKING DAMAGED COTTON—Per pound.....	.03
	The maximum amount to be charged for picking damaged cotton which does not include re-compressing or re-wrapping shall be, per bale.....	1.50
	When ties are removed from compressed cotton for picking, etc., thus necessitating re-compressing, the regular tariff charge shall be made for the service.	
24.	ORDERED OUT AND BACK—For sampling, inspecting, weighing, etc., per bale.....	.25
25.	ORDERED OUT FOR DELIVERY and samples taken to office for classification, etc. This shall include protested cotton, and any and all transactions which require samples to be taken from warehouse, per bale	.10
26.	ORDERED OUT AND NOT RECEIVED, or ordered shipped or re-stored, ordered to a ship that will not receive, or for any cause whatsoever, if permitted to remain on yards or galleries for a period of over 12 hours; for use of yards or galleries, per bale.....	.20
	After 3 days, regular storage shall be charged in addition to above charge. F.O.B. cotton that is to be classed, weighed, ranged, etc., on arrival must be handled within 12 hours after unloading, or this charge will be made in addition to regular charges for service performed.	
27.	HANDLING—From storage to car, truck, or wharf, Pier No. 1, Outer Harbor, per bale.....	.25
	For reverse movement the charge shall be the same as above.	
28.	DELIVERING COTTON—On range or off-hand, for receiving, marking, sampling, classing, inspecting, weighing, etc, for yard room and care, to be paid for by buyer or shipper, per bale.....	.10
29.	WHERE COTTON IS STOPPED IN SHIPPING for receiving, or marking, or sampling, or classing, or inspecting, or weighing, etc., per bale	.10
	When cotton is ordered shipped and moves from pile to wharf, car or truck, under original marks without weighing, sampling, etc., there shall be no charge other than storage and handling to wharf, car or truck.	
30.	STORAGE—Flat cotton, in warehouse, including handling in and out, for first month or part thereof, per bale.....	.50
	Each month thereafter, or part thereof, per bale.....	.20
31.	STORAGE—Compressed cotton in warehouse, including handling in and out, for first month or part thereof, per bale.....	.45
	Each month thereafter, or part thereof, per bale.....	.15
32.	STORAGE—At compress, for each month or part thereof, per bale...	.25
33.	HANDLING—From compress to Warehouse No. 1, Pier No. 1, per bale	.10
	For reverse movement the charge shall be the same as above.	
34.	HANDLING—Compressed cotton delivered by barge, when requested, in lots only of 500 bales or more, from compress to alongside ship at any point in Los Angeles Harbor, per bale, including wharfage.....	.17½

35. HANDLING—Compressed cotton delivered, when requested, from compress or Warehouse No. 1 to wharf at Berths 56 to 60, inclusive, Pier No. 1, within trucking distance of ships sling, per bale, including wharfage 12½
36. Delivery shall be considered completed when cotton is placed on car or truck at warehouse or compress, or to point alongside ship on barge (see item 33) or on wharf (see item 34), and no responsibility shall be assumed by the city after such placement.

Cotton which is received for compressing in transit, and which goes directly from compress to wharf, shall not be assessed the above storage charge, but shall be subject to such wharf storage charge as may accrue thereon after the expiration of the free time during which it may be allowed by law to remain upon such wharf awaiting ship.

The following rules and regulations apply to and govern the compressing, handling, storage and special service pertaining to cotton mentioned above.

The word "board," when used herein, shall mean the Board of Harbor Commissioners of the City of Los Angeles. The word "owner," when used herein, shall mean the owner, storer, consignee, or buyer of, or the holder of any receipt issued by said board for any cotton in its possession or custody, who is entitled to issue any order respecting the same. The word "superintendent," when used herein, shall mean the person having charge of the storing or compressing of all cotton in the possession and custody of said board. The word "cotton," when used herein, shall also mean and be construed to apply to linters, bollies and grabbots in bales.

A negotiable public warehouse receipt shall, if requested, be issued for each bale of cotton received by said board. Such receipts shall be numbered consecutively and shall be issued and signed by the superintendent. Such receipts shall be in such form as may be prescribed by said board or otherwise by law, and shall show thereon the owner's head brand and tag number. Cotton shall be handled only by the tag numbers designated by the owner when receipt is issued.

Such receipts shall be issued for the account of the owner immediately upon the arrival and unloading of the cotton, and shall be held subject to written order for disposition of the same. Those who may desire their receipts sent to them by registered mail, or by express must indicate in writing which of the above methods of transmission they desire.

Such receipt shall be issued only when the actual cotton as represented on its face is in the possession or custody of the superintendent.

All orders from owner must be in writing in duplicate, with tag numbers enumerated and running consecutively, and should be whenever possible made out on order forms furnished by the superintendent. Such orders shall be sent to the superintendent for execution. The superintendent may, in his discretion, receive telephone orders for execution, and in that event duplicate order in writing on form mentioned above, confirming such telephone order, shall be filed with him within 24 hours.

No bale of cotton shall be delivered without the surrender to the superintendent of the receipt covering the same, and every order for the delivery of any such bale shall be accompanied by the receipt issued therefor; provided, however, that when any cotton is delivered by the superintendent to any wharf owned, controlled or operated by the city, the wharfinger shall deliver to the superintendent a dock receipt covering such cotton, and the wharfinger shall not deliver any such cotton without the surrender to him of the receipt theretofore issued by the board covering the same. In no event shall any cotton be delivered without the payment of all charges accrued thereon.

Charges for compressing and for any other service performed upon or for any cotton shall be made and assessed against the owner, and shall be due and payable at the time the service is performed. Charges for storage in warehouse shall be made and assessed each month against the owner, and shall be due and payable upon delivery of the cotton, or in any event on August 31 of each year.

Any actual service performed or labor paid out by said board for the benefit of any cotton or the owner thereof, although not specifically mentioned or enumerated herein, shall be charged to and collected from such owner.

All cotton which is compressed shall be compressed with the original covering furnished on same, and the City of Los Angeles shall not be responsible for the proper covering of cotton as is required by any federal law.

All compressed cotton received with bands off shall be sent to compress to be repaired before storing, and regular charge shall be made for re-compressing and for each missing tie.

All cotton received in wet, muddy or damaged condition shall be put in condition immediately, and regular charge shall be made for the service performed. The City of Los Angeles shall assume no responsibility to perform this service when such damage is concealed or not apparent.

All cotton checking "over" from cars, or cotton unloaded without necessary billing, shall be tagged and stored for account of railroad, and regular charges shall be assessed against same.

No person, other than employees of the Harbor Department of the City of Los Angeles under the jurisdiction of the superintendent, shall, under any circumstances, be allowed to handle or disturb any cotton in his custody and for which the city is responsible.

Loss or damage, if any, to cotton in the custody or control of said board, due to rodents, insects, fire, rain floods or any other cause beyond the control of the board, shall be at the risk of the owner.

WATER

The charge for water is 10 cents per 100 cubic feet for the first 10,000 cubic feet, 8½ cents for next 40,000 cubic feet; 7 cents for next 50,000 cubic feet and 5 cents per 100 cubic feet for everything over 100,000 cubic feet.

COAL

First class bunker coal may be obtained in any quantity at all times, and at very reasonable prices.

RATES OF RENTAL FOR TIDE LANDS

One acre or less, 3 cents per square foot, minimum \$120.00 a year.

More than one acre and up to two acres, 2¾c per square foot, minimum \$1,306.80 a year.

More than two acres and up to three acres, 2½c per square foot, minimum \$2,395.80 a year.

More than three acres and up to four acres, 2¼c per square foot, minimum \$3,367.00 a year.

More than four acres and up to five acres, 2c per square foot, minimum \$3,919.40 a year.

More than five acres and up to 7½ acres, 1¾c per square foot, minimum \$4,356.00 a year.

More than 7½ acres and up to ten acres, 1½c per square foot, minimum \$5,717.25 a year.

More than ten acres and up to twenty acres, 1¼c per square foot, minimum \$6,534.00 a year.

More than twenty acres, 1c per square foot, minimum \$10,890.00 a year.

For non-water-front, 25% deduction from above rates.

For Terminal Island (except Fish Harbor fill), 25% deduction from above rates.

For fish canneries and similar industries, 10% additional to above rates.

For oil tanks, 40 per cent additional to above rates.

REVENUES AND DISBURSEMENTS

Year ending June 30, 1918.....	253,334.97	164,750.01
Year ending June 30, 1919.....	262,516.85	151,970.69
Year ending June 30, 1920.....	284,125.29	243,613.28
Year ending June 30, 1921.....	395,337.97	292,218.13

ADMINISTRATION

The Port of Los Angeles is administered by the Board of Harbor Commissioners.

Members of the Board are appointed by the Mayor, confirmed by the City Council, and serve for four years.

The President of the Board receives a salary; the other members receive ten dollars per meeting.

DISTANCE IN NAUTICAL MILES FROM LOS ANGELES TO

Antwerp	7791	Nicaragua	2316
Aukland	5658	Panama	2913
Callao	3655	Portland	1038
Havana	3923	Samoa	4163
Havre	7523	San Diego	97
Hong Kong	6507	San Francisco	368
Honolulu	2228	Seattle	1133
Liverpool	7468	Shanghai	5956
Manila	6330	Sitka	1670
Marseilles	8213	Sydney	6511
Mazatlan	975	Valparaiso	4808
Melbourne	7032	Victoria	1070
New Orleans	4324	Vladivostok	4991
New York	4894	Yokohama	4839

For further information or details concerning the Port, please call on or address the BOARD OF HARBOR COMMISSIONERS, CITY HALL.

STEAMSHIP COMPANIES OPERATING OUT OF PORT OF LOS ANGELES

LINE	SERVICE	DOCK	AGENT	OFFICE	TELEPHONE
*Admiral Line	Pacific Coast Ports, Vancouver, B. C., Mexico, Central America New York	Pier A	Pacific Steamship Co.,	322 Citizens National Bank Bldg.	Main 7382
American Hawaiian Steamship Co.	Philadelphia, Baltimore and Mobile	Pier A	McCormick & McPherson	Merchants National Bank Bldg.	Main 12173
Atlantic, Gulf & Pacific Steamship Co.	Mexico and Central America	Outer Harbor Dock & Wharf C.	Geo. W. Blake	429 Van Nuys Bldg.	Main 63131
Atlas Steamship Co.	Lower California and Mexico	Outer Harbor Dock & Wharf Co.	Rolph, Mills & Co.	404 American Bank Bldg.	Main 3590
*California & Mexico Steamship Co.	New York, Philadelphia, Mobile and Baltimore	Outer Harbor Dock & Wharf Co.	California & Mexico Steamship Co.	794 Pacific Electric Bldg.	Main 3
Congress Coal & Pacific Transportation Co.	Mexico and Central America	Outer Harbor Dock & Wharf Co.	D. W. Ferguson	751 So. Spring St.	Main 5115
Davenport S. S. Line	New York	Outer Harbor Dock & Wharf Co.	Outer Harbor Dock & Wharf Co.	Union Oil Bldg.	60481
*The Robert Dollar Co.	New York	Outer Harbor Dock & Wharf Co.	C. J. Lehman	786 Pacific Electric Bldg.	11653
European-Pacific Line	New York European, U. K. Ports	Pier A	McCormick & McPherson	Merchants National Bank Bldg.	12173
General Steamship Corporation	South America Australia	Pier A	McCormick & McPherson	Merchants National Bank Bldg.	12173
Harrison Direct Line	English Ports and Antwerp	Outer Harbor Dock & Wharf Co.	Balfour, Guthrie & Co.	615 H. W. Hellman Bldg.	Main 7865
*Holland America Line	European Ports	Outer Harbor Dock & Wharf Co.	C. J. Lehman	786 Pacific Electric Bldg.	11653
Isthmian Steamship Co.	New York United Kingdom	Pier A	Norton, Lilly & Co.	930 Van Nuys Bldg.	64950
*Johnson Line	Scandinavian Ports	Outer Harbor Dock & Wharf Co.	M. F. McLaurin, Inc.	439 Merchants National Bank Bldg.	Main 4800
*Los Angeles S. S. Co.	To and from San Francisco	Pier A	Los Angeles S. S. Co.	517 So. Spring	64114
*Luckenbach S. S. Co.	New York	Pier 1	Luckenbach S. S. Co.	711 Central Bldg.	Main 802
*Matson Navigation Co.	Baltimore Honolulu	Pier 1	J. B. Banning	Merchants National Bank Bldg.	67414
*McCormick S. S. Co.	Boston, Philadelphia	Various Docks	McCormick Steamship Co.	246 So. Spring St.	Main 410
North Atlantic and Western S. S. Co.		Pier A	Pacific Steamship Co.	322 Citizens National Bank Bldg.	Main 7382

Norway-Pacific S. S. Co.	Belgium and Norway Ports	Outer Harbor Dock & Wharf Co.		333 New High Street	Pico 2800
Osaka Shosen Kaisha	Oriental Ports "Around the World" Service	Outer Harbor Dock & Wharf Co.	McCormick & McPherson	Merchants National Bank Bldg.	12173
Pacific-Argentine-Brazil Line	East Coast South America	Outer Harbor Dock & Wharf Co.	Swayne & Hoyt, Inc.	794 Pacific Electric Bldg.	Main 3
Pacific-Caribbean & Gulf Line	New Orleans, West Indies and Colombia	Outer Harbor Dock & Wharf Co.	Swayne & Hoyt, Inc.	794 Pacific Electric Bldg.	Main 3
*Pacific Mail Steamship Co.	Mexico, Central America, Colombia, Cuba and Baltimore, Norfolk ("Around-the-World" Service)	Outer Harbor Dock & Wharf Co.	M. F. McLaurin, Inc.	439 Merchants National Bank Bldg.	Main 4800
Pan-American Line	Mexico and Central America Ports	Outer Harbor Dock & Wharf Co.	L. A. Freight Forwarding Co.	601 Central Bldg.	12491
Rolph Mail Steamship Co.	Mexico, Central America and South America	Outer Harbor Dock & Wharf Co.	Rolph, Mills Co.	404 American Bank Bldg.	Main 3590
Royal Mail Steam Packet Co.	European Ports	Outer Harbor Dock & Wharf Co.	C. J. Lehman	786 Pacific Electric Bldg.	11653
Societe Generale de Transpoorte Maritimes A Vapeur	Mediterranean Ports	Pier A	Norton, Lilly & Co.	930 Van Nuys Bldg.	64950
South American Pacific Line	West Coast of Mexico, South America		Rolph, Mills & Co.	404 American Bank Bldg.	Main 3590
Struthers & Dixon	Honolulu and Oriental Ports	Pier A	D. W. Ferguson	751 So. Spring St.	Main 5115
*Toyo Kisen Kaisha	Mexico, South America Oriental Ports	Outer Harbor Dock & Wharf Co.	Sam L. Kreider	375 Pacific Electric Bldg.	Bdwy. 23
Union S. S. Co. of New Zealand	New Zealand and Australia	O. H. D. & W. Co.	Rolph, Mills & Co.	404 American Bank Bldg.	Main 3590
Vaquero Line	Santa Barbara and Wav Ports	Various	C. P. Visel	520 Metropolitan Bldg.	
*White Flyer Line	San Francisco	First Street Wharf	White Flyer Line	517 So. Spring St.	
Williams Steamship Co., Inc.	New York Baltimore	Outer Harbor Dock & Wharf Co.	Sam L. Kreider	375 Pacific Electric Bldg.	Bdwy. 23
*Wilmington Transportation Co.	Catalina Island	Water Street Wharf	Wilmington Transportation Co.	Pacific Electric Bldg.	10864

*Passenger Service.

GENERAL INFORMATION REGARDING

LOS ANGELES

THE METROPOLIS OF THE SOUTHWEST

AREA—365.72 square miles.

ASSESSED VALUATION—City (50%), \$636,147,965; County (50%), \$1,275,735,264.

BANKS—25—

Capital and Surplus.....	\$ 40,019,643
Deposits	443,480,349
Clearings (1920)	3,994,280,520

BUILDING PERMITS—1920, 25,555; valuation, \$60,023,600.

CHURCHES—All denominations, 350.

ELEVATION—Average, 270 feet.

LIGHT AND POWER—Sliding scale. Light, 5c down to 1.3c per K. W. H. Power, 1.56c down to .76c per K. W. H. Gas, 68c per 1000 cu. ft. down to 45c per 1000 cu. ft.

MOVING PICTURE SHOWS—90; 53 producing companies.

THEATERS—29.

POPULATION—1890, 50,395; 1903, 104,479; 1910, 319,198; 1920, 611,636.

POSTOFFICE RECEIPTS—1920, \$4,190,660.70.

TAX RATE—1919-20—City, \$1.60; County, \$2.40; Flood Control, 10c.

SCHOOLS

Public school buildings, including State Normal, 1132; teachers employed, 4300; school children, average daily attendance, 77,674; total enrollment, 141,744. Miscellaneous private schools and colleges, 144.

LIBRARY

Volumes in public library, 410,000; home circulation, 3,000,000; circulation per volume, 8. Besides there are 12 branches and 27 sub-branch libraries and 150 deposit stations in the city.

MANUFACTURING

Manufacturing establishments of all kinds in the city, over 3000. Workmen employed, over 102,199. The value of manufactured products in Los Angeles for 1900, according to the United States census, was \$15,134,000; for 1909, \$68,586,000; for 1914, \$103,458,000; estimated for 1920, \$618,772,520.

HOTELS

Best hotel accommodations in the country. Family hotels and apartment houses in all quarters of the city. Can take care of over 150,000 people.

CAR SERVICE

The best electric system, urban and interurban, in the world, extending to points 72 miles distant. City lines, 591 miles of single track; interurban lines, 1095 miles; number of men employed in and around the city, 7235. For pay-rolls and construction crews the companies distribute in Los Angeles over \$992,000.

STEAM RAILROADS ENTERING THE CITY

Los Angeles has the advantage of six transcontinental lines. The Ogden, Shasta and Sunset routes of the Southern Pacific; the Santa Fe; Rock Island over the Southern Pacific, via El Paso to Chicago; and the Salt Lake. Employees residing in city and vicinity, 10,000. For pay rolls and supplies the railroads distribute in and around Los Angeles over \$1,500,000 a month.

PARKS

Public parks, 25; acreage, approximately 4100. Griffith Park, containing 3015 acres, is the second largest municipal park in the country.

TELEPHONES

Stations, 150,000. This is equivalent to about one telephone for every four men, women and children in the city, or one for almost every family, placing Los Angeles, in this respect, far ahead of all other cities in the world.

FIRE PROTECTION

Steam engines, horse drawn, 7; steam engines, tractor drawn, 5; auto combination pumping engines, 14; straight auto pumping engines, 3; combination chemical wagons, 11; hose wagons, horse drawn, 4; same, auto drawn, 14; squad wagon, 1; hook and ladder trucks, auto drawn, 7; water tower, 1; fireboats, 1; chief's autos, 8; full paid firemen, 786; hydrants, 6700; fire alarm boxes, 423.

WATER

Abundant supply, owned by the city; 7c per 100 cubic feet, or about 9 1/3c per 1000 gallons. There is also a minimum rate of 5c per 100 cubic feet in quantity; and also an irrigation rate of one cent per inch per hour, the water being furnished under pressure through a steel pipe line system.

POWER

The following is the schedule of Industrial Power Rates, the amount of current being kilowatt hours consumed in any one month:

Kilowatt Hours	Cents Per Kilowatt Hour
6,000	1.56
8,000	1.43
10,000	1.32
15,000	1.22
20,000	1.15
30,000	1.09
40,000	1.05
50,000	1.01
70,000	0.97
100,000	0.93
150,000	0.89
200,000	0.85
300,000	0.81
400,000	0.80
500,000	0.79
700,000	0.78
1,000,000	0.77
1,500,000 or more	0.76

EXPORTS AND IMPORTS

Los Angeles exports to foreign countries, 1912, \$235,460; 1917, \$3,036,810; 1919, \$10,496,172; 1920, \$19,316,239.

Los Angeles imports from foreign countries, 1912, \$2,710,127; 1917, \$3,493,369; 1919, \$3,218,490; 1920, \$7,021,190.

Post Office Business	Bank Clearings	Building Permits	
1885.....\$ 46,606.42		No.	Valuation
1890.....100,169.23	\$ 36,019,721.	737.....	\$ 1,194,939
1895.....177,911.04	57,046,832.	2,462.....	4,033,496
1896.....186,103.80	61,356,141.	2,304.....	2,622,288
1900.....259,468.72	122,692,555.	1,922.....	2,519,361
1901.....312,524.48	161,466,671.	2,826.....	4,376,916
1902.....399,617.56	245,516,094.	4,863.....	9,603,132
1903.....497,531.06	307,316,530.	6,395.....	13,046,338
1904.....600,444.75	345,343,956.	7,089.....	13,409,062
1905.....719,053.63	478,985,298.	9,543.....	15,382,057
1906.....929,098.54	578,635,516.	9,072.....	18,158,520
1907.....1,037,785.81	581,802,982.	7,599.....	13,304,696
1908.....1,089,493.04	505,588,756.	7,371.....	9,931,377
1909.....1,276,664.05	673,065,726.	8,571.....	13,260,703
1910.....1,476,942.02	811,377,487.	10,738.....	21,684,100
1911.....1,646,001.84	942,914,424.	12,498.....	23,004,185
1912.....1,906,398.91	1,168,941,800.	16,455.....	31,367,995
1913.....2,152,749.20	1,211,168,989.	16,442.....	31,641,921
1914.....2,215,114.71	1,145,167,110.	9,979.....	17,361,925
1915.....2,241,992.43	1,048,090,667.	7,845.....	11,888,662
1916.....2,437,356.18	1,292,961,997.	7,045.....	15,036,045
1917.....2,640,202.18	1,502,250,332.	6,699.....	16,932,082
1918.....9,091,872.26	1,547,065,051.	6,381.....	8,678,862
1919.....3,271,849.96	2,339,401,197.	13,344.....	28,253,619
1920.....4,190,660.70	3,994,280,520.	25,555.....	60,023,600

PRINCIPAL AGRICULTURAL AND HORTICULTURAL PRODUCTS OF THE TERRITORY SURROUNDING LOS ANGELES

	Acres	Production	Value
Alfalfa	192,000	1,068,552 tons	\$ 33,371,040
Almonds .....	....	483 tons	173,880
Apples .....	....	426,213 bu.	640,000
Apricots .....	....	31,560 tons	2,677,500
*Asparagus .....	....	465 cars	651,700
Barley	210,808	6,612,500 bu.	6,612,500
Beans	251,759	1,235,500 bu.	4,077,150
Beans, Lima .....	....	760,000 bags	5,770,000
Berries, Straw .....	....	363,320 crates	1,002,800
Beets, Sugar	96,347	645,014 tons	8,785,000
Butter .....	....	6,614,319 lbs.	3,968,590
*Cabbage	7,500	42,000 tons	756,000
Canned Fruits & Veg.....	....	6,000,000 cases	18,000,000
Cantaloupe	22,400	8,900 cars	6,728,400
*Cauliflower .....	....	1,625 cars	1,015,625
*Celery	975	477 cars	658,260
Cheese .....	....	836,646 lbs.	250,400
*Chili Peppers .....	....	850,000 cases	1,100,000
Cotton	272,500	146,060 bales	12,122,980
Corn	23,760	693,000 bu.	831,600
Eggs .....	....	12,000,000 doz.	6,000,000
Grapes, Table .....	....	76,800 tons	14,400,000
Grapes, Wine .....	....	95,000 tons	6,175,000
Hay, Tame	2,090,978	1,776,065 tons	35,521,300
Hay, Wild .....	....	200,000 tons	2,400,000
Honey .....	....	7,200,000 lbs.	1,100,000
Lemons .....	....	8,446 cars	10,969,800
*Lettuce	12,500	3,919 cars	1,724,588
Oats	54,945	1,464,750 bu.	1,171,800
Onions	3,300	531,035 bu.	398,300
Olives	9,496	25,000 tons	2,500,000
Oranges .....	....	32,023 cars	60,295,788
Peaches .....	....	2,249,400 bu.	4,102,860
Pears .....	....	1,105,200 bu.	2,387,160
Plums .....	....	9,166 tons	825,000
Potatoes	32,980	5,726,600 bu.	8,590,000
*Peas	1,409	170 cars	68,000
Poultry .....	....	.....	14,000,000
Raisins .....	....	2,789 tons	864,590
Rice	495	19,440 bu.	23,500
Sweet Potatoes	2,100	490,000 bu.	784,000
Sugar .....	....	86,761 tons	17,370,290
*Tomatoes .....	....	807 cars	807,000
Walnuts	60,000	21,005 tons	8,402,000
Watermelons .....	....	50,000 tons	2,000,000
Wheat .....	....	2,002,000 bu.	3,603,600
Other Fruits .....	....	.....	576,000
Other Vegetables .....	....	.....	2,500,000
			\$321,754,001

*Represents shipments only.



LIBRARY OF CONGRESS



0 017 168 871 1